

## AMONG THE AUTOMOBILISTS

### THE ANNOYANCE OF WAITING FOR THINGS.

Some Folks in Motor Business Are Good Promisers, but Slow in Making Good Can't Get Proprietors' Names From License Bureau Other Motor Notes.

The ready promisers are to be found in all sorts of businesses, but there sometimes seem to be more of them who have things to do with automobiles than in other lines. The folks who say a thing will be ready at such and such a time and then blandly put you off a day or so are many and easily found in the motor line. One motorist has nearly finished having a most exasperating experience which kept his car out of commission for more than a week, when according to the original promise it would be a matter of only a day or two.

He was having demountable rims fitted to his machine instead of the ordinary kind, and when he turned his car over to the rim concern on a Friday he was told it would be a finished job on Monday evening or Tuesday morning.

On Monday afternoon he called up to be told that there had been some mistake in the reading of the order and because it hadn't been possible to get hold of one particular man in the automobile agency which sent the order no progress had been made on the order. The owner found out afterward that the fact was the rims hadn't come on time from the factory from which they had been ordered by wire. And to tell the truth they didn't come until Wednesday night. Then the rim man made a promise that the wheels would be ready at 4 o'clock on Friday, just a week.

When that time came it seems that it had been discovered that spokes were loose in two wheels and the tremendous operation of tightening them would mean no wheels until Saturday at 11 o'clock. The motorist has not made a report on what actually happened yesterday, but the chances are that he won't have his Sunday ride this day any more than he did last week.

The waiting business is full of annoyances, but in spite of their aliphoid methods some concerns seem to get on. They wouldn't if they didn't have the upper hand. Once they have a man's car taken down and dismantled he can't save any time by having it put back again to take elsewhere. So he must stand the raft.

One man who called up the local branch of the Secretary of State's office to find out who was the possessor of a certain license number was told that such information would have to come from Albany. It seems odd that information which could be given from the main office, of which the branch is representative, could not be given by the branch as well. But then there are so many things in official life that the ordinary citizen cannot be expected to understand.

The Touring Club of America is going to do motorists one service this summer in posting scouts who will warn those who drive machines when they are approaching speed traps. This will be done on Long Island, in Westchester county and in the upper part of New York State on Saturdays and Sundays. These scouts will warn of the traps and also will call attention of the motorists to the need of paying heed to the rules of the road and touring regulations.

The Glidden pathfinders have completed the task of surveying the route that will be used next June for the tour from Washington to Ottawa. They ran the route from Montreal to Ottawa in a snowstorm, which was the worst of the weather encountered. The roads were uniformly good and so were other conditions.

It is announced that there will be no trouble on the way for contestants or tourists in getting their cars through the Canadian customs when crossing the border. All arrangements have been made by the contest board of the A. A. A. Good hotel service has been arranged for on the route, which lies through a much travelled section. Accommodations for between 300 and 400 persons at least can be had at stops all along the line.

The route from Boston lies through Fitchburg then to Keene, N. H. and up the Connecticut Valley to Montpelier, Vt. From there it goes to Burlington and Long Lake (Champlain for several miles) swerving over a long bridge onto Grand Island. From there the way lies to Rouses Point and to Montreal and Ottawa. At both Montreal and Ottawa the pathfinders in their Stevens-Duryea car were heartily welcomed.

George S. Waite, former sales manager for the Amplex factory, has taken charge of the sales department of S. J. Wise & Co., Eastern distributors for the Amplex cars.

The Regal Sales Company, at Broadway and Fifty-second street, has the idea that the best way to get in the motor business is to give them a chance to see how the factory makes the cars. The Regal Sales Company has a woman advertising manager, who is D. R. Kanes, or perhaps Kanes, Dorothy Kanes, for the Regal Sales Company has a woman advertising manager. She came back with a glowing account of the features of the factory and of the processes in the manufacture of the Regal.

A. A. Hopkins, who is head of the New York branch, has just made the trip, and one of the selling forces will be sent out as soon as the active part of the spring selling in the New York office is over.

Louis Disbrow will have an alternate in the 500 mile race at Indianapolis. Neil Whalen, the veteran twenty-four hour race driver, the Police Athletic team started for Indianapolis yesterday by way of the road. Disbrow is driving one of the Pope-Hartford Vanderbilts. Under the helm of the Pope-Hartford Vanderbilts are Emil Holt, president of the Pope-Hartford Auto Club, and a woman driver, who is in another car. The Pope-Hartford Vanderbilts and Whalen will drive, is going by express.

The Suburbaning contest for electric automobiles is to be held on June 6, on which day it will start from Columbus Circle at 8 A. M. The route will be a round trip of 60 or 75 miles on Long Island, the noon stop and turning point not yet having been decided. Entry blanks will be issued soon.

In the contest, which is to be held under the auspices of the National Automobile Dealers Association, competitors will be supposed to average twelve miles an hour for the first 25 miles, then 15 miles an hour for the next 25 miles, and 10 miles an hour for the last 25 miles. The cars will be kept secret, and winners will be discovered by their guessing ability. The cars which come nearest to the scheduled time will get the prizes.

Since the contest first was talked of, many women drivers of electric cars have expressed the desire to enter. If the first contest proves to be a success others will be held in the course of the summer.

The Motor Racing Drivers Association has decided to have three classes of membership: active, honorary and novice. The novice will be taken into the national association when they have shown their ability in drive. The association will try to arrange for events in which the new men may make their trials.

The Automobile Touring Association has named two branches in New York city and one each in Buffalo and Boston. One of the places is on West Fifty-fourth street near Broadway in charge of Raymond.

The other is at Broadway and Twenty-fifth street. The Boston branch is in the building of the Walker company. The Buffalo place is in charge of the association. The Buffalo place is at 722 Main street and is in charge of Frank L. Williams, formerly of the Buffalo Automobile Club.

Columbia Car Does Well in Run. A Columbia car won first prize in the test of the reliability runs of the new contest. That of the Quaker City Motor Club of Philadelphia on April 29. The field numbered fifty-two entries and L. L. Beizer, president of the club, won the event handsily with his new six passenger Columbia. The car was made from Philadelphia in Atlantic City, N. J., seventy-two miles, and a record time was 7 hours 16 minutes in 500 miles. The Columbia car finished just twenty-four seconds behind the arbitrary advance schedule. The schedule was arranged by averaging the times estimated by Mayor Bayburn of Philadelphia and the Mayor of Atlantic City. Award of the first prize was made by the Quaker City club last Tuesday.

AUTOMOBILES.

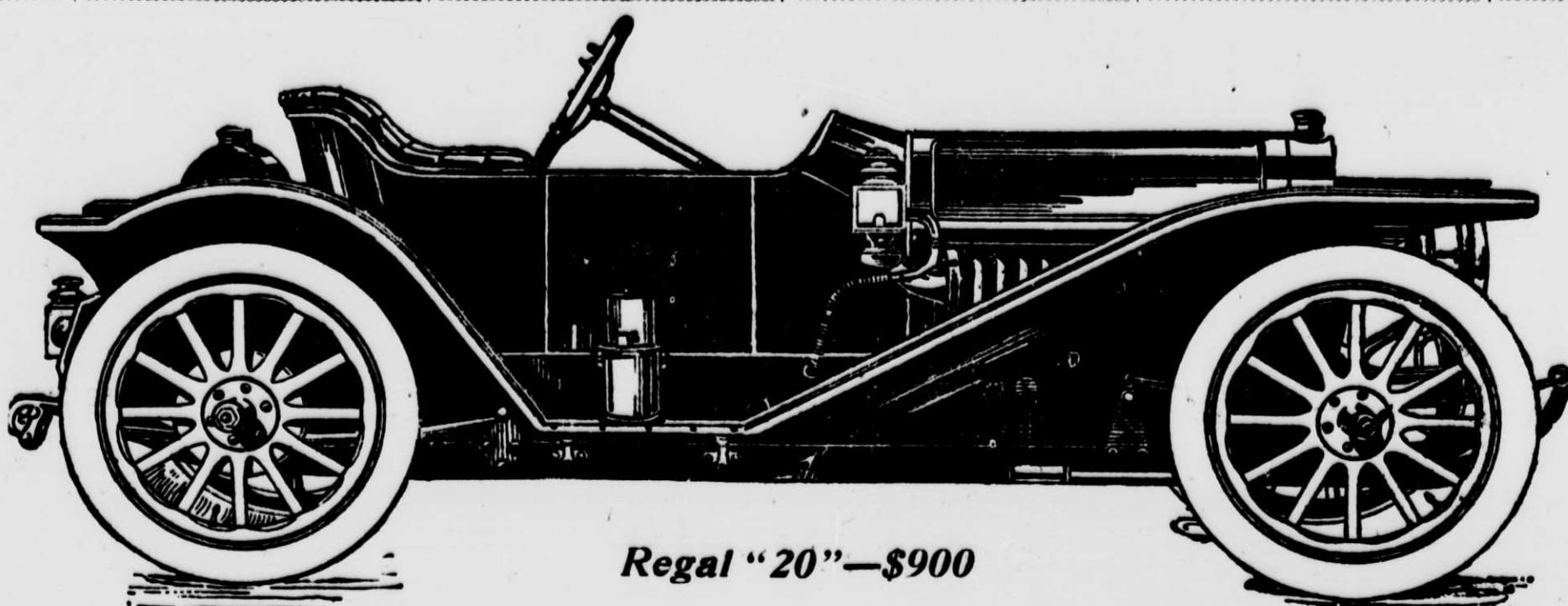
AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.



Regal "20"—\$900

# Don't let the angle of the Steering column and a Low Seat deceive you.

Don't be "taken in" by a "make-shift"—a compromise—  
Buy a Real Roadster. It's cheaper and safer in the end.

Wheel Base 100 in.

Tires 32x3½ in.

Three Speed and Reverse  
Selective Sliding Nickel Steel  
Gear Transmission

Road Clearance 10 in.

The  
*Regal*  
"20"  
\$900

4 Cylinder 22 H. P. Motor

Bore 3¾ in., Stroke 4½ in. Dual  
Ignition with Magneto

Equipment—Acetylene Head-  
lights, Generator, Oil Side and  
Tail Lamps, Jack and Complete  
Set of Tools

The Regal "20" Underslung is the only popular priced roadster designed for [the purpose on the market today. Those of you who have driven cars know there is as much difference between a roadster and a touring car as there is between a speed boat and a cruiser, and yet most manufacturers will try to make you think that the same chassis can be made to answer the two purposes equally well.

The discerning purchaser, however, knows instinctively the characteristics of the type of car that he wants. The roadster type is essentially a two-passenger car with plenty of power and speed, designed for rapid but safe transit.

Right here we want to emphasize one word—SAFETY. Safety means the elimination of the tendency to turn turtle, skid or otherwise get beyond the control of the driver. This condition can only be produced by lowering the centre of gravity and by properly distributing the weight.

The underslung construction is the ONLY SOLUTION of this problem.

Its adoption marks a milestone in automobile progress—a step in advance—an absolutely necessary feature—which few manufacturers, as yet, have been wise enough to appropriate. Engineers have been utilizing this, the underslung construction, for many years on railway trucks, interurban cars and other vehicles where rapid but safe transportation is required.

Most manufacturers, like most individuals, don't like to adopt a new thing until they are compelled to.

We have always believed so implicitly in the virtues of the underslung construction, however, that as soon as it was possible for us to produce a car at a sufficiently low price to eliminate competition we did it.

The underslung type of construction is unquestionably the only one suitable for Roadsters. It is the best insurance policy against accidents. It prevents them.

There is no doubt but that it makes the most stable car.

Besides lowering the centre of gravity it makes a straight line drive from the motor to the rear wheels possible, thus conserving horsepower.

The car has far less tendency to skid.

There is less side lash on the springs and tires.

The car holds the road better at high speed.

It very materially lessens road shocks through markedly improved spring action.

You can speed it up and turn corners at a stiff pace without experiencing that uncomfortable feeling that the car may turn over or that you will be spilled out.

The body is hung much lower and built along more beautiful and comfortable lines.

The Regal "20" is the first underslung car that has ever been sold at less than \$4,000.

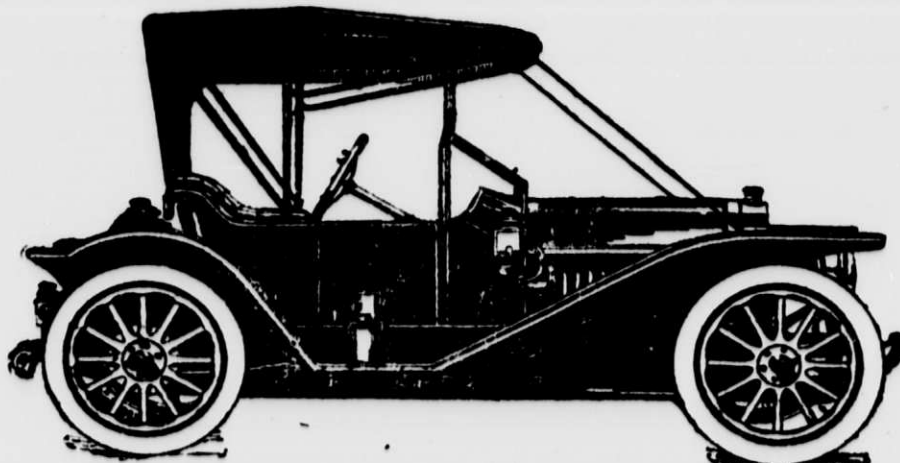
It has now been on the market a little over eight months.

Its success has been phenomenal—its distribution worldwide.

Dealers and owners have gone wild over it.

Over 5000 people in every corner of the globe are its enthusiastic advocates today.

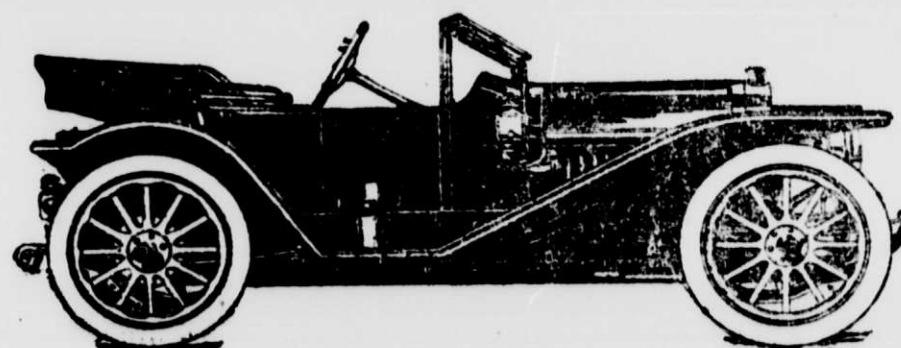
Whether on the beautiful Boulevards of Paris, the foggy streets of London, the snow driven roads of Russia or Alaska, at Christ's Church, New Zealand, on the pampas



Regal "20" With Top and Windshield Up

of the Argentine, in South Africa, Japan, India or Australia, (and there are Regal "20s" running in all of these countries) it is always the centre of attraction and the source of much favorable comment.

The Foreign Press has devoted page after page to it. The best known motor journal of London, England, "The Car," in a recent issue, devotes a two-page editorial to its description, a portion of which is as follows: "In appearance the car is distinctly attractive and has one very unusual feature. The frame is slung below the axles. This design has merits. The centre of gravity is brought very low; the weight of the machinery, body and passengers is carried well between the wheels, both longitudinally and laterally—a fact which, when added to the conditions under which the springs work with an underslung frame, materially effects the ease of the suspension. The latter in this case is markedly good. Further, the frame being the lowest point, the engine and transmission gear are unusually accessible, and it is an exceptionally simple matter to fit an undershield to the chassis having a flat and unbroken surface."



Regal "20" With Top and Windshield Down

The Press of the United States has been none the less enthusiastic in its endorsement. Never has any car received such favorable comment from so many sources as has the Regal "20" Underslung. Numerous testimonial letters, daily received from owners, and the large increasing volume of repeat orders from dealers to whom large shipments have already been made, show the widespread acceptance with which this wonderful Roadster has met.

Encouraged by this large demand for this car we have greatly increased our manufacturing facilities. We are going to build 5000 more of these cars this season. We have the necessary factory space and equipment—you want your car now—we can make immediate deliveries—no waits—no guesses—no false promises. Phone us for a demonstration today.

These Endorsements from the Press are Interesting

"The Regal '20' is one of the best appearing little cars on the streets. The underslung body gives the car an unusual racy appearance." *Beacon, Wichita, Kans.*

"It has the lines of a racer, and its celerity of motion, coupled with its noiseless engine, has provoked the attention and interest of those interested in the unique in motor car construction." *Chattanooga Times.*

"A snappy looking underslung Regal Roadster has arrived in town. It has already attracted considerable attention." *New York Globe.*

"The Regal underslung roadster has made a great hit since arriving in San Francisco, and the salesroom has been crowded with prospective purchasers, a large number of orders being also received." *New-Letter, San Francisco.*

"The rakish lines of the Regal '20' have already excited favorable comment along Brooklyn's automobile row. The new model was designed to meet fast growing demand for runabouts." *Brooklyn Citizen.*

"It is a beautiful machine, striking in appearance and strong and serviceable." *Omaha Bee.*

"Not only is the little Regal underslung proving popular in this city, but throughout the rural sections as well." *Herald, Washington, D. C.*

"The attention given the Regal '20' automobile every time it appears on the streets shows the way this car has appealed to everyone who is interested in automobiles. And the smooth way it runs along and the way it scampers up the hills has everyone who has ridden in it bubbling over with enthusiasm." *Fitchburg, Mass., Sentinel.*

"The Regal '20' is such a high class car at such a remarkably low price that it quite naturally attracts considerable attention in the automobile world. It made such a decided hit at the recent Madison Square exhibition in New York that many business and professional men who own large cars purchased the Regal '20' runabout to save the expense of using their large cars in travelling back and forth to their business places." *Asbury Park Evening Press.*

"For a low priced car there is probably none made today that can beat the Regal. It has speed and endurance records to its credit that are the envy of more powerful and expensive cars."

"The Regal underslung model appears to have made a pronounced hit in this city. Selling as it does for \$900, it gives both owner and driver all that could possibly be desired in a car at that price. It has lines of beauty and firmness of body which put it in a class by itself." *Buffalo Illustrated Times.*

## Regal Motor Car Company, Detroit, Michigan

NEW YORK DISTRIBUTERS

## Regal Motor Sales Company of New York

TELEPHONE 7166 COLUMBUS

1670 Broadway, Corner 52d Street

OPEN EVENINGS